



What We Heard During Initial Scoping: Potential Build Alternatives

Potential Alternative ¹	Will this option help manage congestion and traffic flow on I-90 between I-5 and I-405?	Will this option contribute revenue for timely completion of the SR 520 Bridge Replacement Project and other improvements? ²	Factors for Consideration
Variable tolls on all lanes of I-90 between I-5 and I-405	Reduces Congestion – Implementation of tolls will encourage drivers to change their time of travel to avoid peak tolls, seek alternative routes and/or to change destination to avoid Cross-Lake travel.	<ul style="list-style-type: none">Preliminary analysis shows potential to raise greater than \$1 billion for the SR 520 Program and assumes I-90 and SR 520 tolled at the same rates.Can be implemented by 2016.	<ul style="list-style-type: none">Legislative and FHWA approval required.Tolls could negatively affect low-income populations.Tolls could cause diversion to adjacent roadways.
Express toll lanes on I-90	Conversion of existing HOV lanes to express toll lanes would provide some reduction in congestion on I-90.	<ul style="list-style-type: none">Previous revenue estimates prepared for the 2009 Legislative Workgroup found express toll lane revenue would only cover a small portion of the funding needed for SR 520.Express toll lane revenue could raise up to approximately \$250 million depending on the configuration.	<ul style="list-style-type: none">Express toll lanes require legislative approval.Ability to use express toll lane revenue for bonds is uncertain.
Additional federal funds directed to the SR 520 project	No Effect	<ul style="list-style-type: none">WSDOT has received approximately \$120 million for SR 520 improvements and the likelihood of additional federal funding is considered low.Recent transportation funding legislation has eliminated earmarks so federal funds are less likely to be directed to specific projects such as SR 520.	<ul style="list-style-type: none">The federal gas tax has not been increased since 1993 and the real purchasing power of these funds continues to decrease with inflation.The SR 520 Program already received a TIFIA loan.TIGER grants are not substantial.
State gas tax funds directed to the SR 520 project	No Effect	<ul style="list-style-type: none">Statewide gas tax would have to increase about 3 cents per gallon to raise the \$1.4 billion needed to complete the SR 520 Program.	<ul style="list-style-type: none">Requires legislative approval.
Vehicle miles traveled (VMT) tax	No Effect	<ul style="list-style-type: none">Washington State Transportation Commission is studying VMT in their Road User Charge Assessment.Work on the required infrastructure, regulations and procedures has not begun leading to a long timeframe for implementation.	<ul style="list-style-type: none">Requires legislative approval.
Transportation Benefit District – vehicle license fee, sales or property tax	No Effect	<ul style="list-style-type: none">Based on Legislature workgroup materials, the funding range generated by each of these taxes varies from approximately \$100 million to \$750 million.	<ul style="list-style-type: none">Requires legislative approval.In 2007 voters rejected a Regional Transportation Improvement District which had more than \$1 billion allocated to the completion of the SR 520 Program.
King County motor vehicle excise tax	No Effect	<ul style="list-style-type: none">In 2008, the SR 520 Tolling Implementation Committee estimated roughly \$150 million in funding.	<ul style="list-style-type: none">Requires voter approval.
Adjust tolls on SR 520	No Effect <ul style="list-style-type: none">Increased tolls on SR 520 would lead to higher diversion that would increase congestion on I-90.Decreased tolls on SR 520 would decrease diversion that would reduce congestion on I-90.	<ul style="list-style-type: none">2008 Toll Implementation Committee found that increasing tolls to maximizing toll revenue generates roughly \$300 million more in funding than the current rate schedule.Decreased tolls could violate existing bond commitments for SR 520.	<ul style="list-style-type: none">Need to consider restriction based on existing bond commitments for SR 520.Increased tolls could negatively affect low-income populations.
Increased transit service	Reduces Congestion – Increased transit service over and above current and planned levels, including the addition of light rail in this corridor would help to mitigate congestion, but cannot alleviate highway congestion on its own.	No Additional Revenue	<ul style="list-style-type: none">Funds for increased service in lieu of recent cuts.
Add new lanes by widening I-90	Reduces Congestion – Additional lanes on I-90 could reduce congestion.	No Additional Revenue	<ul style="list-style-type: none">Cost prohibitive.Substantial impacts to natural and built environments.The combination of natural constraints such as Lake Washington, the hilly terrain in Seattle and Mercer Island, and the corridor’s developed nature make physical expansion of the facility between I-5 and I-405 infeasible.
Implement tolls on other facilities	Additional tolls on other facilities could help manage congestion. I-405 has received authorization for express toll lanes.	<ul style="list-style-type: none">Tolls on other facilities could not be implemented in a timely manner for completion of the SR 520 Program.Tolls on other facilities could raise substantial funds.	<ul style="list-style-type: none">The regional transportation plan “Transportation 2040” anticipates tolling on other facilities in the Puget Sound Region after 2020.Requires legislative approval.

¹ These potential build alternatives come from prior studies, legislative direction, and initial scoping – the congestion and revenue elements of the build alternatives to be studied in the EIS are yet to be determined based on scoping feedback.
² Current information suggests that none of the proposed toll alternatives would completely fill the revenue gap for the SR 520 Program. Additional revenues will be necessary.